



## *Report to the Auburn City Council*

Action Item

Agenda Item No.

3

City Manager Approval

**To:** Mayor and City Council Members  
**From:** Bernie Schroeder, Director of Public Works  
**Date:** December 9, 2013  
**Subject:** Airport Consultant – Jacobs Engineering, Inc. – Amendment No. 6

### **The Issue**

Shall the City sign and execute an amendment with Jacobs Engineering, Inc. to be the Auburn Municipal Airport consultant and provide airport project assistance?

### **Conclusions and Recommendations**

Staff recommends that City Council by

1. **BY Motion**, designate Jacobs Engineering, Inc. as the City's Airport Consultant.
2. **By RESOLUTION**, authorize the Director of Public Works to sign and execute Amendment No. 6 with Jacobs Engineering, Inc. for engineering services related to the Auburn Municipal Airport.

### **Background**

The Federal Aviation Administration (FAA) requires the City to go through a request for proposals (RFP) for airport consultants every five years. The City initiated the RFP process in April/May 2013. The City received one proposal from Jacobs Engineering, Inc. (Jacobs). Jacobs has been the City's airport consultant since 2008. Jacobs is a highly qualified firm with the expertise to assist the City and the Auburn Municipal Airport. Over the last 5 years, Jacobs has assisted the City with the completion of several capital projects to staff's satisfaction.

The airport consultant will provide general aviation consulting services. The consultant will be involved in coordinating with the FAA and Caltrans Division of Aeronautics. The consultant works in conjunction with City staff to prepare the Airport's Capital Improvement Program and assists with the engineering of the capital projects.

The current Scope of Work includes the following projects:

- PAPI (Precision Approach Path Indicator) Obstruction Survey
- Upgrade to PAPI (if necessary)
- Airport Master Plan Update
- Fuel Island Upgrade

Jacobs will be the City's airport consultant from 2013 – 2018.

**Alternatives Available to Council; Implications of Alternatives**

1. Authorize the execution of the Contract as presented.
2. Authorize the execution of the Contract with changes.

**Fiscal Impact**

The Adopted 2013/14 Budget incorporates the capital projects in the Airport Fund. Portions of the work will be eligible for reimbursement through FAA. The airport consultant will be paid on a time and material basis and costs will be identified in the budget respectively.

***Attachment: Amendment No. 6  
Resolution***

RESOLUTION NO. 13-

RESOLUTION AUTHORIZING THE AMENDMENT NO. 6 TO THE CONSULTANT  
AGREEMENT WITH JACOBS ENGINEERING, INC. FOR ENGINEERING SERVICES  
FOR THE AUBURN MUNICIPAL AIRPORT.

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THE CITY COUNCIL OF THE CITY OF AUBURN DOES HEREBY RESOLVE:

That the City Council of the City of Auburn does hereby authorize the  
Director of Public Works to sign and execute Amendment No. 6 with Jacobs  
Engineering, Inc. for engineering services related to the Auburn Municipal  
Airport.

A true and correct copy of said consultant agreement is attached hereto as  
Exhibit "A."

DATED: December 9, 2013

\_\_\_\_\_  
Kevin Hanley, Mayor

ATTEST:

\_\_\_\_\_  
Stephanie L. Snyder, City Clerk

I, Stephanie L. Snyder, City Clerk of the City of Auburn, hereby certify  
that the foregoing resolution was duly passed at a regular session meeting of  
the City Council of the City of Auburn held on the 9<sup>th</sup> day of December 2013  
by the following vote on roll call:

Ayes:  
Noes:  
Absent:

\_\_\_\_\_  
Stephanie L. Snyder, City Clerk

**AMENDMENT No. 6 TO PROFESSIONAL SERVICES AGREEMENT  
BETWEEN**

**CITY OF AUBURN, CALIFORNIA a Municipal Corporation and  
JACOBS ENGINEERING GROUP INC.**

This Sixth (6<sup>th</sup>) Amendment to Professional Services Agreement (the "Amendment") is effective as of the \_\_\_\_ day of \_\_\_\_\_, 2013 by and between **City of Auburn, CA** (the "CITY") and **Jacobs Engineering Group Inc.** ("CONSULTANT").

**RECITALS**

**WHEREAS**, the CITY and CONSULTANT entered into a Professional Services Agreement (the "Agreement") for the Auburn Municipal Airport (the "Project"), effective March 26, 2008; and

**WHEREAS**, the CITY and CONSULTANT novated the Agreement from Carter & Burgess, Inc. to Jacobs Engineering Group Inc. on April 10, 2012

**WHEREAS**, the CITY and CONSULTANT wish to extend the term, modify the scope of services, and update the approved Fee Schedule for the performance of the Services as defined in the Agreement; and

**WHEREAS**, the parties may modify the Agreement upon mutual written agreement:

**NOW, THEREFORE**, in consideration of the mutual covenants and agreements set forth herein the adequacy of which is hereby acknowledged by the parties to be sufficient, the parties agree to the additional services as follows:

**TERMS AND CONDITIONS**

- **TERM OF SERVICE**: The "Expiration Date" contained in Agreement Section 3. Definitions, Subparagraph 3.4 shall be revised to March 26, 2018.
- **SCOPE OF SERVICES**: The attached Exhibit A lists potential/anticipated airport projects that may be initiated during the period of the contract as referenced above. Exhibit C provides a detailed scope of work for the Runway 25 Obstruction Survey, Analysis and PAPI Siting.
- **COMPENSATION FOR ADDITIONAL SERVICES**: The attached Exhibit B -"Approved Fee Schedule Effective January 1, 2014 – December 31, 2014" is hereby incorporated into the Agreement. Agreement Section 6.1 Compensation references payment in accordance with the Approved Fee Schedule.

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**All other terms and conditions shall remain unchanged and in full force and effect.**

In WITNESS WHEREOF, the parties have executed this First Amendment on the date first written above.

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City of Auburn

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Jacobs Engineering Group Inc.

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City - Attest

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City - approved as to Legal Form

## Exhibit A – Projects

The scope of services contemplated under this Agreement includes engineering services in connection with various improvements to the Auburn Municipal Airport (each a “Project” hereinafter). Said Projects may include, and are not necessarily limited to, the following:

- PAPI (Precision Approach Path Indicator) Obstruction Survey - \$16,500\*\*
- Upgrade to PAPI (if necessary) - \$60,000\*
- Airport Master Plan - \$403,000\*
- Fuel Island Upgrade - \$15,000\*
- Update Airport Layout Plan (ALP)
- Update Exhibit “A”
- Development of Capital Improvement Plan
- On and Off Airport Land Use Plan
- Development of Helicopter Parking Area
- NEPA and CEQA Environmental Documentation
- Airport Access Road Improvements
- Airspace and Obstruction Analysis
- Fuel Island Upgrade
- Perimeter Fence construction
- General Aviation Hangar Development Layout
- Runway Airport Pavement Preservation Program

\*\*Cost provided in Exhibit C of this document.

\*Costs provided are based upon the approved 2013- 2018 Airport Capital Improvement Program and are subject to change during project scope development and FAA coordination. Final fees will be evaluated and updated

## EXHIBIT B APPROVED FEE SCHEDULE

Effective January 1, 2014 - December 31, 2014

Classification: Hourly Rates

Project Director .....	220	Sr. Environmentalist .....	140
Sr. Program Manager .....	210	Environmentalist II .....	125
Sr. Project Manager .....	195	Environmentalist I .....	110
Project Manager .....	175	GIS Technician .....	100
Sr. Planner .....	140	GIS Specialist .....	130
Planner III.....	135	CADD Supervisor .....	135
Planner II .....	125	Sr. CADD Technician .....	105
Planner I .....	105	CADD Technician II .....	85
Planner Intern .....	80	CADD Technician I .....	75
Sr. Engineer .....	185	Sr. Graphic Designer .....	130
Project Engineer .....	150	Graphic Designer .....	105
Engineer .....	130	Graphic Artist .....	95
Lead Designer .....	125	Sr. Project Coordinator .....	145
Sr. Designer .....	120	Project Coordinator .....	105
Designer .....	110	Sr. Architect .....	165
Engineering Intern .....	100	Sr. Landscape Architect .....	135
Survey Manager .....	200	Sr. Facilities Management Specialist .....	110
Surveyor I .....	130	Landscape Architect .....	120
Party Chief /I .....	125	Landscape Architect Intern .....	85
Sr. Survey Technician .....	120	Administrative Assistant .....	80
Survey Technician .....	105	Senior Clerk .....	70
Rod Operator .....	105	Clerk II .....	65
		Clerk I.....	60

### Survey Crews

*Hourly rate includes cost of vehicle, wood stakes, rebar, corner markers, and standard survey instruments and equipment*

One-Person Crew .....	\$170
Two-Person Crew .....	\$230
Three-Person Crew .....	\$300
GPS -per unit, per hour .....	\$30

### Fees and Fee Adjustments:

Time and Material charges shall be invoiced in accordance with this schedule, which is subject to an increase on January 1, 2014 and annually thereafter.

### Reimbursables:

Blueprints, Copies, Telephone (Long Distance), FAX, Special Property Monuments, Photography, Graphic Presentation, and Agency Fees.....	Cost + 15%
Mileage .....	Current Federal Rate Allowed
Litigation Support .....	\$300 per hour

**EXHIBIT C**  
**PAPI OBSTRUCTION SURVEY AND EVALUATION**  
**SCOPE OF SERVICES**  
**AUBURN MUNICIPAL AIRPORT**  
**AUBURN, CALIFORNIA**

**Project Objective**

The project objective is to conduct an obstruction verification / identification survey to be done "at and in the vicinity of" the Auburn Municipal Airport (Airport) in order to re-commission the Airport's Precision Approach Path Indicator (PAPI) on the approach end of Runway 25. The survey data is required to complete the evaluation of obstructions within the Airport's PAPI Obstruction Clearance Surface (OCS).

The Obstruction Survey consists of several elements that are depicted on Exhibits submitted to the survey consultant, for purposes of identifying the parameters of the areas that require evaluation of known (existing) obstruction features, as well as unknown (potential) obstruction features that may be present within the defined area(s).

**Project Team**

Jacobs Engineering Group, Inc. (Consultant) will sub-contract with Andregg Geomatics (Surveyor) to complete the Survey project elements of this scope of services.

**Task I - Survey Project Elements**

With reference to attached **Figure 1** and **Figure 2** complete ground and aerial photogrammetric surveys for topographic mapping of the area indicated at a scale of 1"=100 ft and with 2 foot contours. Points of highest obstructions within the mapping area will be located, their elevations indicated, and the type of obstruction noted. Ground surveys will be performed to verify ground elevations and several high point obstructions indicated in the photogrammetric mapping.

Deliverables will be an AutoCAD drawing in both hardcopy and digital formats complete with the DTM surface in XML format. The horizontal datum for the surveys and mapping shall be NAD83, California State Plane Coordinate System, Zone 2, and the vertical datum shall be NAVD88, both of which will be provided by GPS surveys to nearest published high order NGS stations.

The PAPI Obstacle Clearance Surface - as defined in FAA Advisory Circular 150/5340-30G - includes a triangular boundary starting at the Runway 25 Centerline at 300 feet in front of (closer to the runway threshold) the PAPI system and proceeds outward 10° on either side of the runway centerline to a distance of four miles. Coordination with FAA flight check determined that the area of concern for the PAPI OCS is located within 2 miles of Runway 25 threshold. The limits of the OCS to be surveyed in this project are shown on **Figure 1**, and does NOT include the entire four mile OCS, but extends over the area of concern.

- Jacobs will evaluate the x,y,z information and determine if and by how much a given object penetrates the PAPI Obstacle Clearance Surface, or otherwise clears the surface. See Schedule II below.



See provided exhibits for the schematically depicted survey limits of the above described work areas.

#### **Project Control Requirements**

The Advisory Circulars (AC) below, detail the data collection requirements and accuracies for the project and verification by the National Geodetic Survey (NGS) that are to be followed:

- AC 150/5300-13, "Airport Design".

#### **Surveyor Deliverables**

Provide a CD containing the following within 45 Calendar days from Notice-To-Proceed:

- Point Listing – Data shall be in ASCII format and shall include point number, northing, easting, elevation, and description (PNEZD format). Please provide descriptions consistent with the point descriptor legend, and provide symbols in the description, which signify beginning and ending shots of a surveyed feature (ie + and – symbols, etc).
- Point Descriptor Legend – A legend describing the survey codes used in the point listing.
- Readme files – Any additional instruction needed to accurately process the data and include it on our current digital terrain model.
- Drawing- AutoCAD ver. 2000 or later version, containing the surveyed areas with all surveyed features denoted. Also in this drawing, please include a table or similar graphic representation showing airport control points/survey markers used for survey control. Table will show control point number, northing, easting, elevation, description, and relation to Station & Offset of the runway centerline. There shall be a separate tabulation of all existing and all perceived obstructions identified by description and the x, y, z, data collected, as well as any applicable field notations recorded in the various areas. Contouring and DTM data are NOT required on this drawing, just a legible point plot at a useable scale.

#### **Schedule II – Consultant Tasks**

Jacobs will use the FAA approved deliverables provided in Schedule I of this Scope of Services to conduct the following:

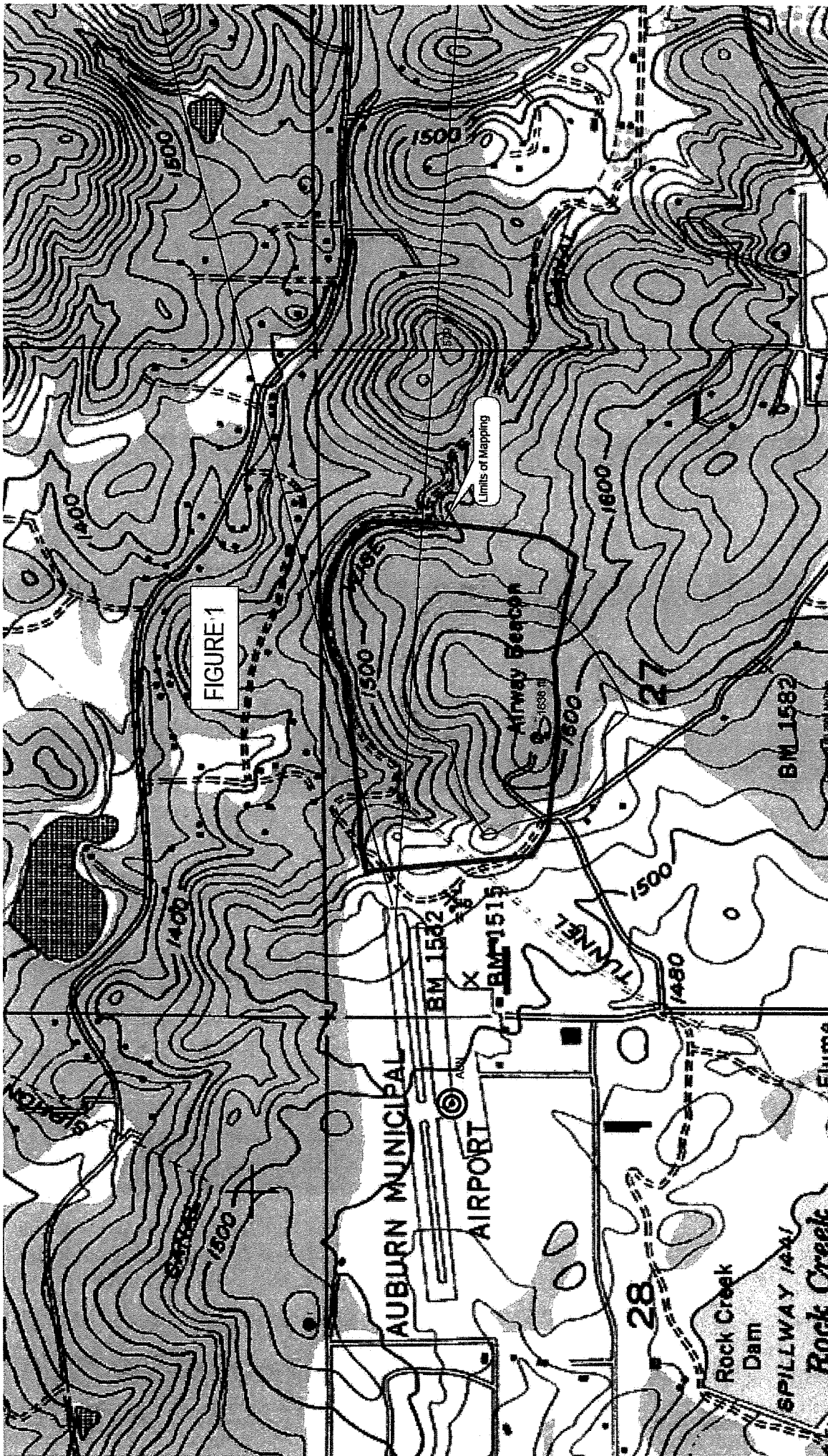
- **Task 1:**
  - Jacobs will conduct an Airport Airspace Analysis for the Runway 25 PAPI Obstacle Clearance Surface (OCS) for the area surveyed
  - The Consultant will provide recommendations for on- and off-airport obstructions (if any) to be removed to allow for re-commissioning of the Airport's Runway 25 PAPI.

➤ **Task 2:**

- Using information found in Task 1 of Schedule II of this Scope of Services, the Consultant will provide recommendations for adjustments to or replacement of (if any) the existing Runway 25 PAPI to support future re-commissioning of the Airport's Runway 25 PAPI

**Cost to Complete Runway 25 Obstruction Survey, OCS Analysis and PAPI Siting**

Andregg Survey Effort	\$6,775
Jacobs Obstruction Analysis & PAPI siting	<u>\$ 9,775</u>
Total Cost	\$16,500



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